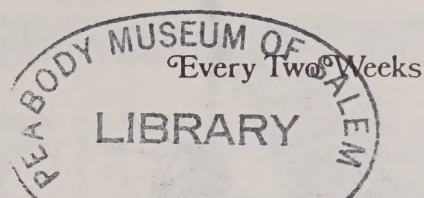




**messing  
about in**



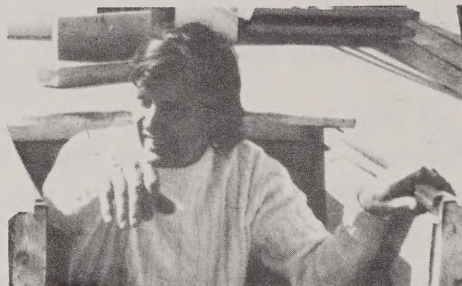
# **BOATS**

Volume 1 - Number 6

August 1, 1983







**BOB HICKS**



## messing about in BOATS

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TING YOUR MONEY'S WORTH, LET  
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### Our Next Issue

... will go into the mail the first week  
of August. Subscription orders received  
before August 1st will begin with issue #7.

### The Great Pawcatuck River Rowing Race

... from program book to post race  
party was a first class occasion for  
those who enjoy a good row (paddle).

### The Wooden Boat Show

... will soon be here, and we'll have  
the most up-to-date details on who and  
what will be there.

### The Cobbossee Steamboat Frolic

... brought together some steam launch  
enthusiasts for a day on Lake Cobbossee-  
contee near Augusta, ME.

### Henry Szostek's

### Misery Island Peapod

... is a real eye-opener, both for looks  
and for performance. Hard to believe it  
is a first boat for this amateur builder.

### On the Cover

... Brad Story and Phil Bolger sailing  
CANARD, Bolger's 4th (and final) effort  
at a bow steering sailboat. It works!

As I get deeper and deeper into  
this whole business of messing about  
with boats, I become more aware of the  
stake we have in environmental concerns.  
No, I'm not an environmental activist,  
but being out on the water in small boats  
certainly brings home close to hand how  
dirty much of our water is. When the  
water is a foot or two away, you really  
get to notice the garbage. When you're  
moving slowly by oar or sail you get  
time to notice the garbage.

We have a report in this issue on  
the Clearwater Hudson River Revival  
Festival. It's focus is on cleaning up the  
Hudson River. They chose a replica  
of a Hudson River Sloop to be the vehicle  
to publicize their efforts at such a major  
cleanup.

That same weekend in our own  
area, the Merrimack River Watershed  
group staged a festival, they too are  
trying to improve the quality of the water  
in the Merrimack River, another indus-  
trial sewer of yesteryear. Amongst their  
activities were canoe races on the river.

We reported in an earlier issue on  
the Mighty Merrimack River Race, an  
event that was a museum function rather  
than an environmental one. We noticed  
the trash in the river around the start  
in Amesbury, even though the event was  
not trying to call that to our attention.  
Yet, the river has such still lovely  
shoreline and interesting channels to boat  
in.

In our messing about in boats,  
singly or at organized affairs, we mostly  
are still wrapped up in the boats we en-  
joy and the people we get to know. I'd  
venture to predict that we will be find-  
ing an increasing degree of involvement  
between small boat users and environ-  
mentalists who are focussing on water  
quality. It's already happening, as I've  
mentioned, and when the small boat  
people and environmental people in any  
given area get to know one another, there  
will undoubtedly be more of this.

It's pretty safe for us to be sup-  
portive of environmental concerns, we're  
not polluting with our boats, even the  
small number of steam or gas launch  
types add but a trifle to the stream of  
garbage that can develop where water-  
ways get lots of use, ashore or afloat.  
Typical of tiny minority interest groups,  
we get to deal with the results from the

large numbers of people who indulge in  
activities which do pollute. As any dedi-  
cated environmentalist will tell, you it's  
hard to even get the attention of those  
who pollute. Like highway litter. Who is  
doing that? Are you? Am I?

Somebody is. If what they do "gets  
rid of" the bad stuff from their surround-  
ings, that's great (for them). If where it  
goes is where we take our pleasure, that's  
bad for us. If its a river or pond for  
water, or our own front yard at street-  
side, or the air full of stuff from the  
nearby coal fired power plant that ends  
up on the decks of our boats in the bay,  
we get to live amongst the stuff "they"  
got rid of.

Well, like I said, I'm not an envi-  
ronmental activist, I've mostly always  
been a live and let live sort. But I'm a  
lot more sympathetic to environmental  
causes that directly relate to boating  
now that I'm getting into this game so  
intensely. The idea of cooperating in en-  
vironmental efforts that include having a  
good time messing about in boats and  
could lead to some day having even bet-  
ter times is one worth considering.

For my part, I'll be keeping an eye  
out for those occasions where someone  
is hacking away at the pollution situation  
where it quite directly can involve small  
boat use. Things like the springtime  
river cleanups where people get out in  
their canoes (or rowing craft) and pick  
up the litter alongshore. This sort of  
"chore", picking up someone else's gar-  
bage, can be turned into a social and  
pleasure occasion and can be an enjoy-  
able, as well as useful, outing for area  
boat people. We'll try to publicize some  
of these as they do come to our atten-  
tion.

Messing about in boats is done for  
fun, personal pleasure and satisfaction.  
Yet, as the TSCA found a few years back,  
society can create real problems for us  
without even being aware of the fact they  
are so doing. Well meant Coast Guard  
regulations could have put a stop to the  
building and sale of traditional types of  
rowing and sailing craft. Inadequate  
control of pollution of waterways can  
make small craft use unpleasant in cer-  
tain areas. So, along with the fun, we do  
have to keep an eye out for serious mat-  
ters. The fun could go away, you know,  
through the unthinking actions of others.



# What's happening...

**JULY 29-31: NEW ENGLAND CHAPTER NATIONAL NORTHEASTERN ANTIQUE & CLASSIC BOAT SHOW, WEIRS BEACH, NH.**

The premier event of the season for owners of all those lovely old mahogany powerboats and related watercraft. For more information, call Vivian Gauger at (603) 366-5192.

**JULY 30: ROWING RACES, MAINE MARITIME MUSEUM, BATH, ME.**

This is to be a series of rowing races for all oarsmen and women. Sprints and distance events, classes for recreational and competition craft will be followed by evening grog and food.

For further information contact Jay Sperling, Development Director at Maine Maritime Museum, Bath, ME 04530, phone (207) 443-6311.

**AUGUST 7: TS&A OF PEABODY MUSEUM SMALL CRAFT MEET, SALEM, MA**

The third summer small craft meet organized by this group of north shore small craft enthusiasts based at Salem's Peabody Museum. Planned location is at Winter Island, the old U.S. Coast Guard seaplane base, now a Salem public park. Pleasant grounds, a really big paved ramp (built for those old PBY's, remember?) and some gravel beach provide a handy location right on Salem Sound. Plans include some sort of picnic and maybe an informal swap meet setup.

For more information call Bob Hicks at (617) 774-0906.

**AUGUST 12-14: 2ND ANNUAL OCEAN KAYAK SYMPOSIUM, CASTINE, ME.**

Organized by CANOE magazine, this weekend affair caters to those interested in expedition kayaking. The program will include talks and demonstrations, displays of equipment, and a supply of "tryout" kayaks for participants to sample. Films will also be shown.

For more information, write to Sea Kayak Symposium, c/o CANOE magazine, Highland Mill, Camden, ME 04843.

**AUGUST 14: ANTIQUE & CLASSIC REPLICAS BOAT SHOW, SNUG HARBOR, RI.**

For information contact Kenneth Proudfoot at (401) 789-3023 or write to Rhode Island Marine Services, Box 209, Wakefield, RI 02880.

**AUGUST 20-21: FRIENDSHIP SLOOP REGATTA, MARBLEHEAD, MA. We'll have more details on this event in the next issue.**

**AUGUST 18-21: WOODEN BOAT SHOW & NATIONAL TS&A MEET, NEWPORT, RI.**

The Wooden Boat Show is in its third year in response to the interest it has aroused in wooden boat owners (and dreamers) throughout the northeast. The show of boats, the displays of products, are supplemented with the SIKKA challenge, the so-called "Quick & Dirty" boat building contest, and the first try at a national in-the-water meet for members of the Traditional Small Craft Association. A number of members are expected to be bringing their traditional craft to this meet, and several programs of interest to traditional small craft enthusiasts have been arranged.

For further details on the Wooden Boat Show, contact the Newport Yachting Center, P.O. Box 549, Newport, RI 02840. (401) 846-4994.

If you would like to bring your traditional small craft to the national TS&A meet, you MUST contact John Burke, Box 1162, Hyannis, MA 02601 to arrange for registration. Because of the complexity of arrangements for this meet in connection with available space at the Wooden Boat Show, you cannot just "show up" unannounced.

**AUGUST 19-21: 19TH ANNUAL ANTIQUE BOAT SHOW & 7TH ANNUAL GOLD CUP REGATTA, CLAYTON, NY**

This annual gathering of antique and classic boat owners and enthusiasts is in the Thousand Islands area on the St. Lawrence River, Clayton, NY. The site is the Shipyard Museum. The Boat Show attracts many beautifully restored craft of oar, sail and motor power from out of the past. The Gold Cup Regatta attracts upwards of 15 restored Gold Cup speedboats of yesteryear. This event has been held at Lake George in New York, and in Canada. This year it joins the Boat Show for an all-in weekend of nostalgia.

The opportunity to see all of these boats at rest, and the Gold Cup boats in actual events on the 2-1/2 mile oval course is worth the longish trip from the New England area. If you want to know more, contact F.J. Collins, Jr., Director, Shipyard Museum, Clayton, NY 13624 (315) 686-4104.

**AUGUST 20: ROW AROUND HULL RACE, HULL, MA.**

This is the third annual race for dories, peapods, wherries, whaleboats, currachs, ocean kayaks promoted by the Hull Lifesaving Museum. For more details contact Ed McCabe at 24 Fairmont Way, Hull, MA 02045. More details in our next issue.

**AUGUST 26-28: ANTIQUE & CLASSIC BOAT SOCIETY MEET, LAKE GEORGE, NY.**

More details on this event in upcoming issues.

**AUGUST 28: 9TH ANNUAL GREAT DORY RACE ( OPERATION SHORT SHIPS ), ROCKPORT, ME.**

Organized by Bill Gribbel of Rockport, this affair consists of two rowing races. A short sprint of about 2 miles will be first. Then a longer ocean race of about 7 miles will go off, not necessarily across the bay. The course will be announced at the skippers' meeting at 8 a.m. Start, finish, and meeting all take place at the Rockport Boat Club.

A sailing regatta and picnic (bring your own lunch) will be led by Sam and Sue Manning during the races. Afterwards there will be a chicken roast picnic at Beauchamp Point organized by Jim and Meredith Martin.

Entry to this event should be sent to Bill Gribbel, Box 45, Rockport, ME 04856. Fee is \$5 for a boat and up to three crewmembers. More than three crew are \$2 additional each person.

**SEPTEMBER 24 - OCTOBER 2: CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT.**

This is a bit early of an announcement, but if it is something you might care to do, it would require advance arrangements. The Sterling College in Craftsbury Common will run this nine day canoe building course for a small group of interested persons. A similar course successfully was completed in May, in which four persons took part. The course includes morning construction work at Strong's Canoe Yard, afternoon local paddling in preparation for a final four day expedition to provide experience in lake paddling, portaging and white water. Interested? Contact Ann Ingerson, Sterling College, Craftsbury Common, VT 05827.

**DOING SOMETHING INTERESTING IN BOATS? KNOW SOMEONE WHO IS? IT ISN'T NECESSARY THAT THE ACTIVITY BE A SPECIAL ORGANIZED EVENT SUCH AS THOSE PRESENTLY LISTED. SMALL INDIVIDUAL OUTINGS INVOLVING BOATS TO WHICH YOU MIGHT WISH TO INVITE OTHERS OF LIKE MIND ARE APPROPRIATE ALSO. TO CATCH THE ATTENTION OF 1000 OR MORE PEOPLE WHO ENJOY MESSING ABOUT IN BOATS, JUST SEND US THE DETAILS ON YOUR ACTIVITY AND WE'LL PUBLISH THEM ON THESE PAGES. TRY TO GET THE INFORMATION TO US AT LEAST TWO WEEKS PRIOR TO THE DATE OF YOUR ACTIVITY.**



# SITE PLAN 1983 NEWPORT WOODEN BOAT SHOW

AUGUST 18-21

THE WOODEN BOAT SHOW



## TSCA to hold its first National meet at Wooden Boat Show

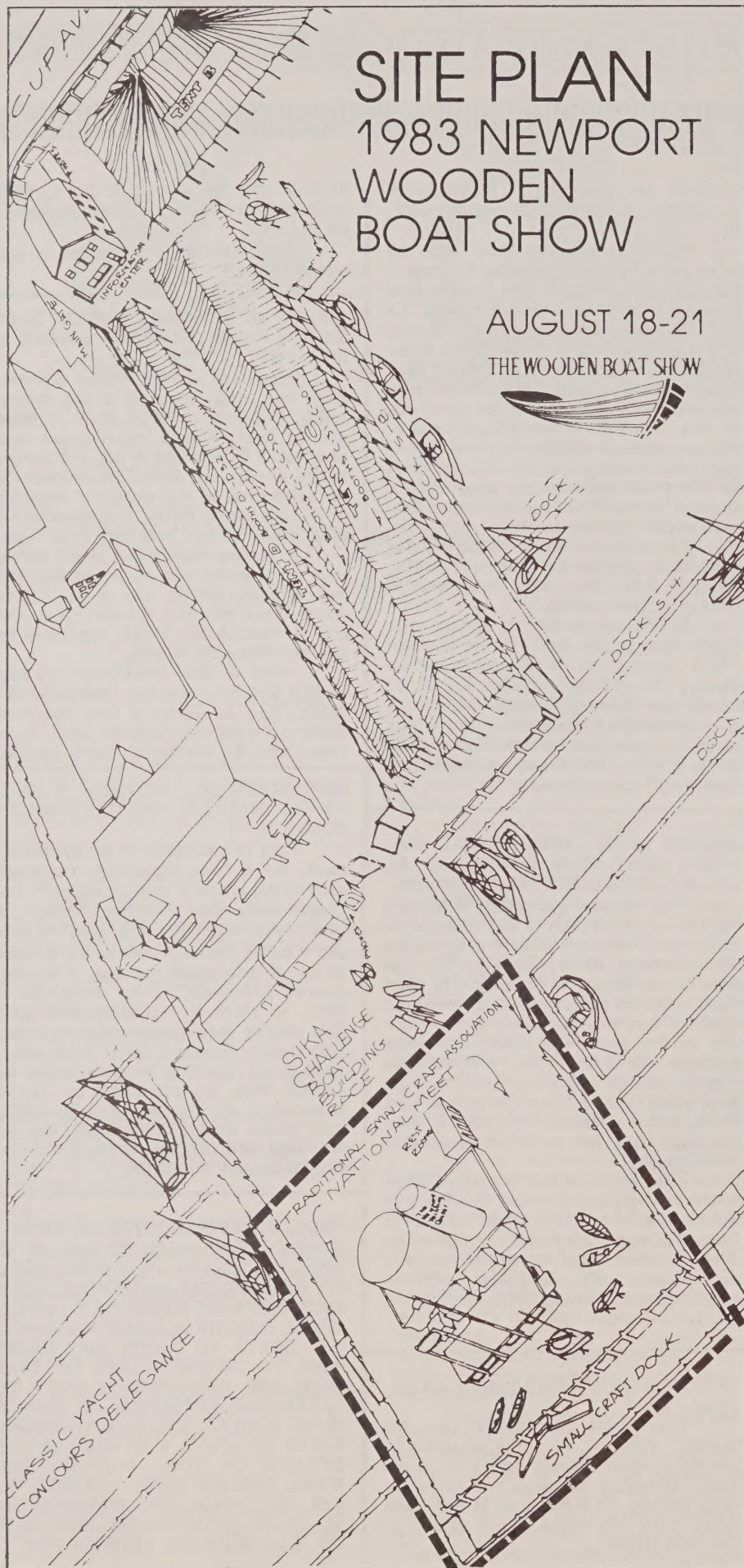
The Traditional Small Craft Association's first national in-the-water (and out of it, too) meet is scheduled for August 18th through the 21st as part of the Wooden Boat Show. A variety of exhibits and demonstrations on shore will supplement the opportunity to try out various member's boats on the water throughout the four day event.

All TSCA members will receive free admission to the Wooden Boat Show by showing their membership cards at the gate. Accompanying family and guests will be admitted at half-price.

Persons who arrange to bring boats will be provided free storage for trailers (parking for motor vehicles will be available at \$7.50 a day, or \$20 for the duration of the Show if you don't want to take your chances on the streets.) Boats intended to be exhibited on land may be left on their trailers on the site.

Anyone interested in bringing a boat to the meet must register in advance with John Burke, P.O. Box 1162, Hyannis, MA 02601. Those planning to be on hand the entire four days are urged to get their boats in by Wednesday evening. If boats must be brought in or out during the show days, this must be done prior to 10 a.m. or after 6 p.m. by arrangement with the show officials on hand. If you bring a boat, or have agreed to participate in specific exhibits or demonstrations, you will receive exhibitor's passes.

The boats in the water will be tied up along the 20' x 130' float. Access to them during show hours for tryouts will be controlled at the float entrance. Those boats too delicate, valuable or otherwise unsuitable for random visitor tryouts may be demonstrated by their owners. After hours, the float area will be protected for security but individual boats should be locked up as owners see fit.



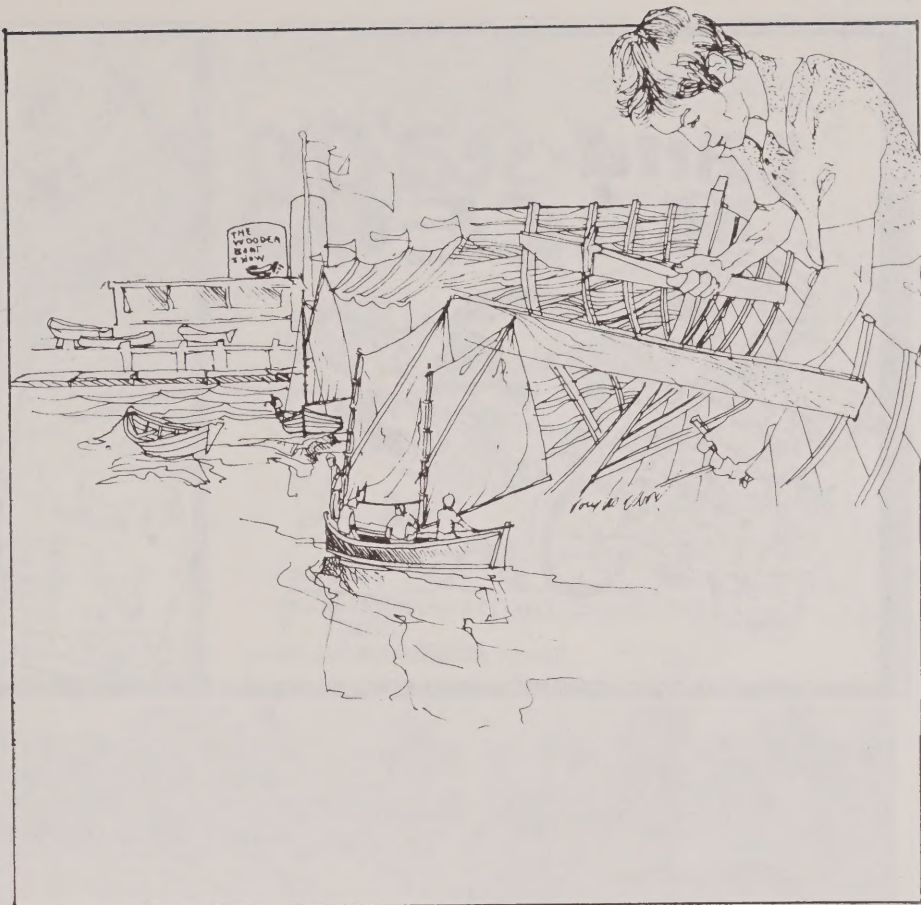


On shore two large canopy tents will house various displays. Several of the TSCA regional chapters plan to exhibit. Working demonstrations will be ongoing in half modelling, taking off lines, traditional sail rig types, stitch and glue kayak building. Oar and paddle making displays will be presented, as well as a display on getting out knees from the rough. Amateur boatbuilding presentations by Dr. John Roche and Ron Ginger, and boating safety information from the Coast Guard will also be featured.

Membership in TSCA will be offered at the Show at \$8 plus the gate admission stub, and for each stub we collect, the Show will rebate the \$2 to TSCA.

The members handling the organization of this national meet can use help during the Show. If you wish to bring a boat or participate in some specific way, contact John Burke well beforehand. It will be necessary to have volunteers willing to devote 2 to 4 hours during the Show to staff various displays. This still permits plenty of free time to enjoy the Show and the meet, even on a one day stay. The Show (and meet) are open from 10 a.m. to 6 p.m. each of the four days.

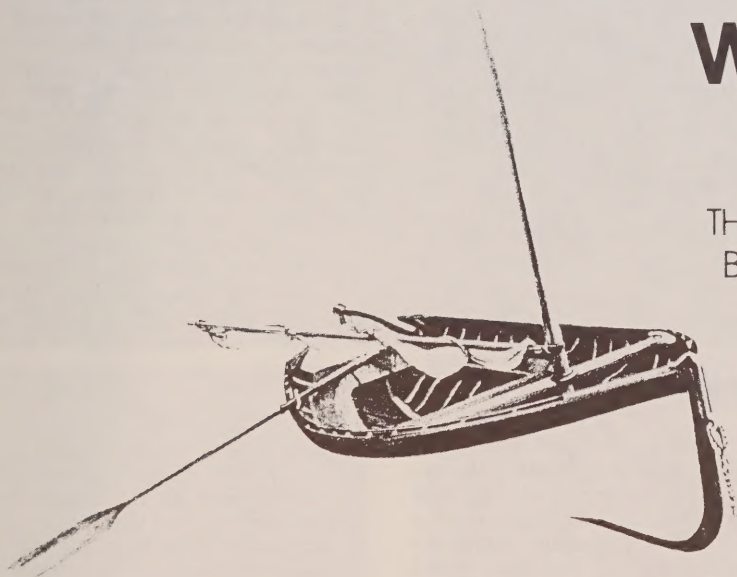
If you wish to arrange accommodations for staying over, contact Bob Simmons at the Newport Travel Center, U.S. Post Office Bldg., Newport, RI 02840. Phone is (401) 846-1615. If you would prefer to camp, contact Sakonnet Oaks in Tiverton, RI at (401) 624-3655.



# THE WOODEN BOAT SHOW

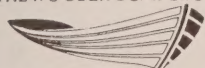
THE CELEBRATION OF WOODEN  
BOAT BUILDING. REPRESENTING  
THE FINEST ROWING, SAIL &  
POWER CRAFT IN NORTH  
AMERICA. OVER 120 EXHIBITORS

AUG. 18-21, '83



*John Roche*

THE WOODEN BOAT SHOW



10 a.m.—6 p.m. Daily Adults \$6 Children \$4.  
NEWPORT YACHTING CENTER P.O. BOX 549B Newport, R.I. 02840 (401) 846-1600  
Advance tickets are available by mail at one dollar off the gate price (\$5 adult, \$3 children)

SHOWCASING BOATBUILDING, CLASSIC YACHT CONCOURS D'ELEGANCE, THE TRADITIONAL  
SMALL CRAFT ASSOCIATION NATIONAL MEET, THE SIKI CHALLENGE CUP  
SEMINARS, TOOLS, MATERIALS AND YACHTS FOR SALE.



# 5th Land N' Sea '83 RACE



Report & Photos by Bob Hicks



The majority of the "just for fun" participants were already well behind a mile from the start.

Two races on the same morning on the north shore of Massachusetts, rowing (and paddling) races? It made a tight schedule, but fortunately one was early, one was late. And a weather front coming through tossed in some turbulent skies, lots of rain, and some brief but strong gusts of wind.

At 7 a.m. on the Danvers River about 100 paddlers and rowers were set to go off downriver on the Great Race. Part of a local weeklong summer celebration, this event, organized by the local Polish Club, and sponsored by Miller Beer, wasn't very serious. The most serious aspect was to get back to

the finish before the beer was gone.

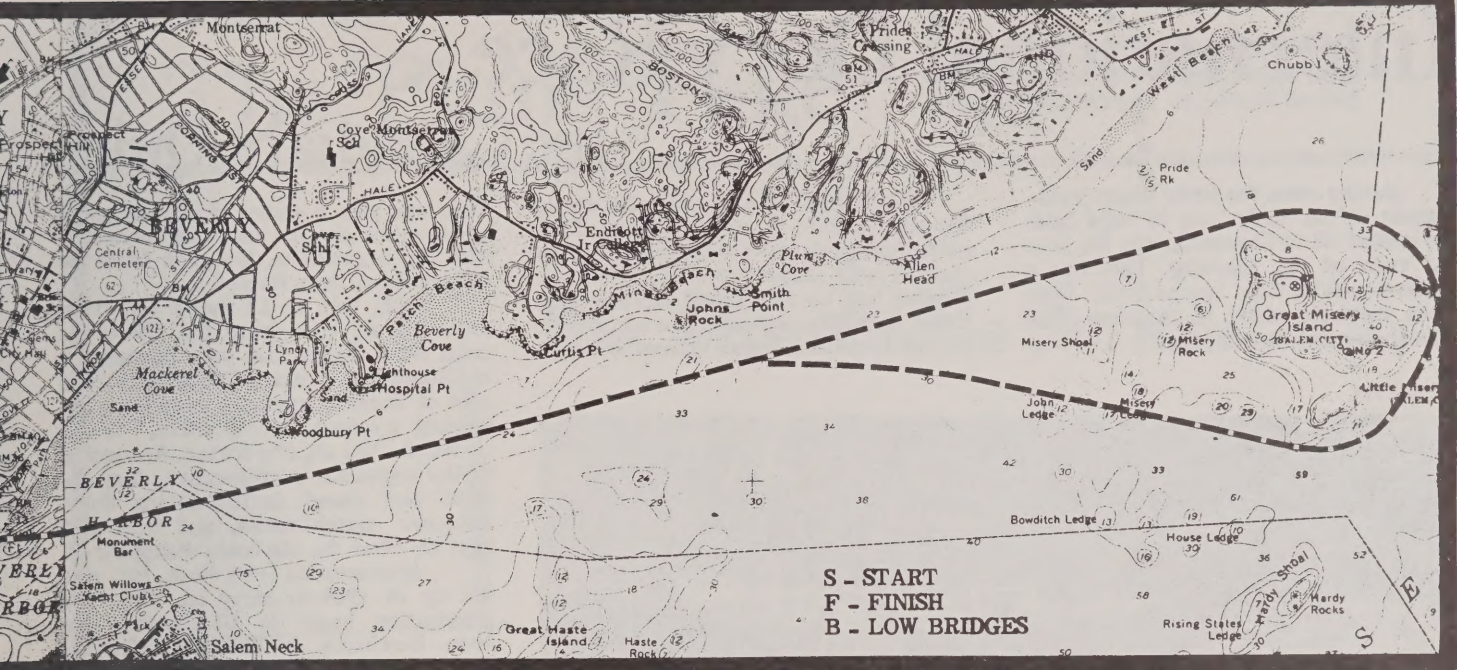
Ahead of this fleet, nearly all canoes, with a scattering of sliding seat rowing craft and the odd inflatable, lay a downriver trip of two miles, and nearly four miles alongshore in Salem Sound to Misery Island, off Manchester. Then it was round the island and back. For a "just for fun" race, this is quite a distance.

The turbulent skies had already wet everyone down, but there was little wind should anyone have cared to try a sail. The only limit on the watercraft was non-polluting propulsion. Lack of wind in early morning and three low

bridges to pass under pretty well eliminates the sailors.

Even in a race just for fun there are serious types. Way out front as the fleet passed under Kernwood bridge, a mile downstream, were a couple of those ultra-light flatwater racing canoes, the see-through plastic hulls seemingly just so much saran wrap laid over some balsa wood sticks. The paddlers were making time, the beat was high. Right with them one man in an Alden Ocean Shell was moving out with the long sweeping strokes at far slower beat. This was to be a real test of different approaches to speed under oar or paddle.





The gap was large before the bulk of the hopefuls came through. One shouts up to us on the bridge, "I can't believe how long this is taking us!" He's got twelve miles yet to go.

Well, we couldn't stay around to await completion of those 12 miles, as we had to go to Gloucester for the International Dory race (see following article) but we subsequently learned that the surprise squall line that passed through around 9:30 caught many of the participants out in Salem Sound, "scaring the hell out of them," as the spokesman for the organizers put it. A number of powerboats shepherding the fleet took aboard those requesting rescue and towed their light open craft back to the bridges on the Danvers River, from where they could safely row/paddle to the finish.

Top right: Contest of propulsion types, the one-man sliding seat oar propelled vs. the two man paddled way. This was a mile from the start, these were the leaders. We don't know who won.  
Bottom right: Eight paddlers carrying the beer to Misery Island and back.  
Below: There are nine, count 'em, nine paddlers in this canoe.





# International Dory Race...

## the Canadians Quit

Having seen the Great Race participants off on their long 13 mile haul, we rushed off to Gloucester for the second race of our morning. This was a serious affair, the International Dory Race between teams of oarsmen from Gloucester and Nova Scotia.

The skies lowered, the rains came, the wind picked up as we searched the state fish pier in Gloucester for some sign of this important affair. Nothing. Wonder how the line squall was affecting those Great Race people who might still be out in Salem Sound around Misery?

Then we saw a string of dories being towed up the channel and soon connected with the organizers, the guys from the International Dory Race, Inc.

Well, this is all that's left from those heroic days when the Bluenose from Nova Scotia took on a succession of Gloucester "racing" schooners. The cost of organizing such a race today, of keeping a schooner competitive, is out of reach. And so, it's dories. According to the organizer's spokesman, they always had raced dories during those schooner match races, and they just kept on after the big boats disappeared.

International Dory Race, Inc. was set up in 1954 to carry on. They run elimination heats in Gloucester (the Nova Scotians do likewise at home) and then the top junior and senior teams meet in a home and home contest. Here in Gloucester the courses were set out in the channel alongside the state fish pier, where onlookers could view much of the action, including the start and finish. The juniors had a half mile course, 1/4 mile out, round a mark, 1/4 mile back. The seniors course was twice as long.

By 11 a.m. the rain had stopped, the sky was brightening, but it was near 11:30 before the two junior teams lined up, and were off. The Gloucester lads got the jump and rounded the mark a couple of lengths ahead. They really got their backs into it coming home and won by about 5 lengths. By now the fish pier was lined with the locals who knew about the event, several hundred loudly patriotic fans. It's always hard to be the "foreign" entrant in this sort of contest.

Well, we couldn't stay for the big race, the senior match, we were due in nearby Essex at noon for a launching. So what happened? Anticlimax, and bad feelings, that's what. The Gloucester team had a three length lead as they rounded the mark at the halfway point. Then the Nova Scotians quit cold. Their reported reason was that the mark flags were not placed correctly. A check by officials of BOTH sides confirmed that the flags were OK. The Nova Scotian senior team never even came back to the finish, but rowed directly to their Canadian Coast Guard cutter which had brought them down. The Gloucestermen rowed home for a hollow victory. The pall cast by this hung over the subsequent clambake and party.

Apparently the rematch will go on as planned in September in Nova Scotia. Still, if this is what happens when racing gets "serious", we'll take the party time attitude. It is supposed to be sport, not war.

Giving it all they've got, the Gloucester and Nova Scotia juniors get off the line (top). Closing the finish, it is the locals ahead (white dory).

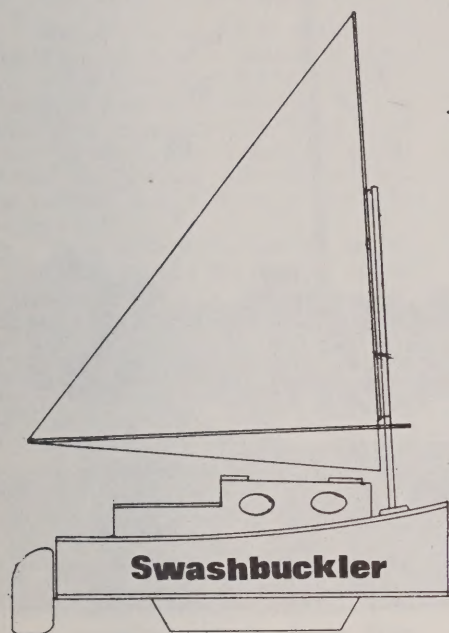




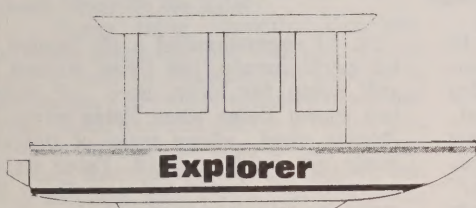
# The Plans Page

FROM TIME TO TIME WE WILL CALL YOUR ATTENTION TO WHAT WE THINK ARE INTERESTING PLANS OR BOOKS OF PLANS.

## Yes, Mike Gill is Serious!

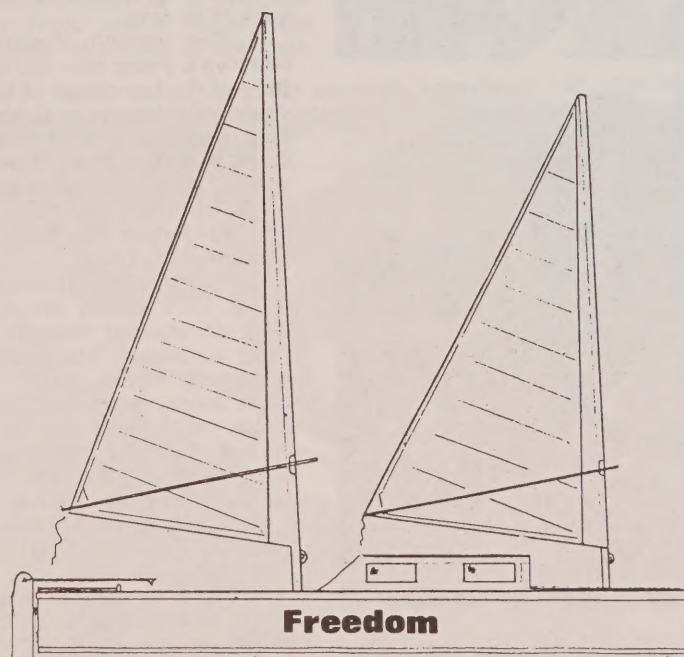
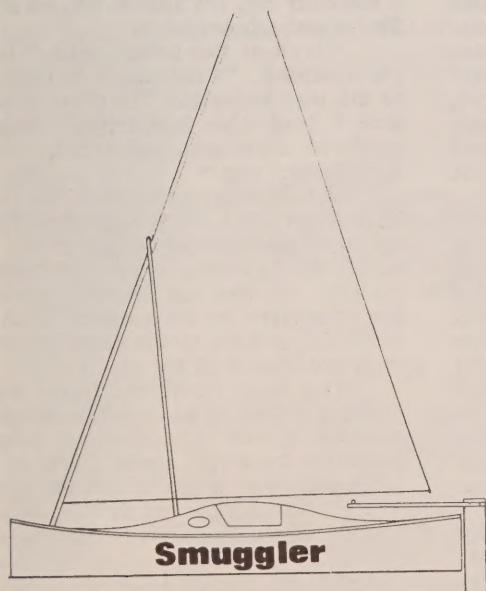


A first look at Gill Design's plan for SWASHBUCKLER arouses suspicion about is this guy serious? After all this is a 13' 6" cabin sailboat that looks in side view pretty much like a crate afloat. Mike Gill is indeed serious, and his designs look the way they do because he's aiming at a really inexpensive boat with each of his present four designs. All can be built for under \$500 he claims, including professionally made sails. All are aimed at impecunious youths or retired types who can do basic carpentry. Gill states that his boats are hardly high performance, but that they do perform adequately and safely in protected waters.



SWASHBUCKLER is a 13' 6" cabin sloop. EXPLORER is a 16' riverboat for outboard power. FREEDOM is a 15' 9" cat schooner and SMUGGLER is a 16' catamaran. The plans are \$20 a set and Gill has some study type material in the form of brochures, newspaper article reprints, etc. that give more detail on his designs.

If this sort of basic boat catches your interest, inquire of Gill Design, P.O. Box 06476, Fort Myers, FL 33906.







Report & Photos  
by Bob Hicks

# The Launching of LIZA-D



Top: Builder, designer and owners enjoy the moment. Bottom, Dana Story checking things out.

It was noon. The tide was high in the Essex River and Dana Story was under the 29 foot whaler ketch knocking out most of the wedges under her keel. "Been a while since a schooner went down the ways here," this reporter volunteered. "Bob, I'm ashamed of you," Dana retorted, looking up at the already rigged ketch. "Well, maybe the masts are in the wrong place," was all I could think of to say.

They weren't, of course. Still, Dana Story as a young man was doing the same thing at the launchings of the last of hundreds of Gloucester fishing schooners that came out of the Arthur Story yard there in Essex. Now, Dana's son, Brad, works, mostly alone, building wooden boats to order, and this one, designed by Phil Bolger for Peter and Martha Lane, was his latest.

The Lane's were pretty happy about it all. "It's mostly just for daysailing from our mooring down at Conomo Point," Peter explained. The ketch, resembling a Tancook Whaler, has a sitting headroom house, however. "That's not done inside yet," Peter went on, "Brad built the boat, hull and deck and all, I've been finishing it out, but now it's time to go sailing." For the Lanes, this is quite a jump up in daysailing, from their Beetle Cat. But, Peter's had sailing in his family all his life.

The designer was on hand too, Phil Bolger had designed a lovely, round bottomed, shallow draft keel centerboarder for Peter and Martha. A ton of lead in two chunks straddles the centerboard

slot. "I recommended a jib headed rig for performance, but Peter wanted the gaff setup for looks, so . . ." Bolger had known Peter when Peter worked at Story's yard, where many of Bolger's boats get built by Brad. Peter wanted a traditional design but something that could be sailed out of the shallow Essex River where she'd be moored. He liked the Tancook Whaler setup. And a split rig was going to offer him the options for all sorts of wind conditions. But, it isn't a schooner rig, it's a ketch. OK, but still, Storys and schooners. . .

"Look at that bottom paint," Bolger confided.. "Brad puts it on right up to the load waterline. The plans show a nice 3 inch wide bootstripe." Bolger pondered a moment, and added, "He's sadistic that way."

Dana was worrying about the tide. Here where 135 foot schooners went down the ways into that same tiny river, he wanted the launching done at the top of the tide. All was set, Martha smashed the champagne on the stem of LIZA D of ESSEX, and she slowly eased down the ways and floated off the cradle.

The Lane family on board were beaming. Brad immediately went below to check on how tight she was. Bolger permitted the barest hint of a grin as he noted the water a scant inch below the edge of the bottom paint. She wasn't loaded yet. Another lovely wooden boat was afloat at the Story yard, the dream of Peter and Martha Lane, the creative concept of Phil Bolger and 1100 hours of Brad Story's craftsmanship.



# CANARD

## ...bow steering that works!

Over in the eel grass beside the Story's marine railway was one of those Phil Bolger boats, looked a lot like SURF or similar instant boat concepts. But she had a sort of centerboard slot up there in the foredeck. And, a couple of cleats athwart the foredeck with slots in them. And another sort of centerboard slot in the rear deck.

"Say, Brad, let's take her out for a few minutes, got the time?" Bolger corralled builder Brad Story. Brad sort of checked out the nearby ongoing celebrations at the conclusion of the launching of LIZA D and nodded agreement. The designer and the builder pushed the light, flat bottomed outfit across the slippery grass to the river's edge, and in moments the rig was up, jib headed sail set on a wishbone boom. "Brad wanted to show me he could make a wishbone boom," Bolger confided just beforehand.

The little craft picked up on the flukey winds eddying around the narrow river beneath the Story Yard, beside the Essex causeway, near the Essex River bridge, adjacent to jammed marinas. She accelerated downriver, then came hard about and off again, Bolger on the sheet, Story on the tiller.

Funny thing about that, Brad was up front in the cockpit, with what looked like a pair of wheelbarrow handles in his hands. They were attached to a cross yoke which was attached to a rudder that pivoted through a sort of centerboard section that had been dropped down into that foredeck slot. "This one's #4 in the bow-steering experiment," Bolger had mentioned before they went out. "It seems to be working OK now."

Indeed it was. If you watched closely as Bolger tacked hard, you'd note that



Report & Photos by Bob Hicks

"This one's up for sale pretty soon, Bolger had mentioned. "I've gone about as far as I want to with this whole notion."

"Does she have a name?" we inquired.

"CANARD," replied her creator with one of his just-barely-a-grin-grins. Indeed, A check in our Webster revealed the following, exact definition:

CANARD: An extravagant or absurd report or story SET AFLOAT to delude the public.

Phil Bolger strikes again. Bow steering! Crazy. Yet, it works. Interested? Phil says he wants to sell her. Contact him at 250 Washington St. Gloucester, MA 01930.

it was the bow that suddenly swung about not the stern. The boat was driving like a car. Bolger was hot-dogging it a bit turning by the float, coming in real tight before giving her the hard about. Brad shoving the appropriate tiller handle ahead. I guess one man could operate this steering setup but he might be busy in tight quarters.

In the slot in the rear deck, a deep fin shaped skeg had been set, with a trim tab on its trailing edge that could be set with a stubby tiller in a comb. So here we were seeing with our own eyes the handy maneuverability of a boat that steered up front with a centerboard that was more of a skeg at the rear.

Left: Brad, Phil and friend slide CANARD to water. Right: Bolger installs the rear mounted daggerboard with trim tab.






Clearwater's Great Hudson River Revival is mostly a music festival with some heavy overtones of political activism, some "crafts" and some political theater. It's held in Croton Point Park on the Hudson River and attracts 20,000 or so people for the weekend in mid-June. Its purpose? To raise funds to support the Clearwater, a 125 foot Hudson River Sloop replica that serves as a focal point for a half dozen years of effort at cleaning up the Hudson River. And, out on that flat sunny field is a collection of boats, the small boatbuilders' get together. That's why we were there.

The whole Clearwater project is the result of a number of Hudson River enthusiasts wanting to build and operate a traditional boat as an attention getter for environmental action. Amongst these is Pete Seeger, folk singer of the 50's and thereafter, one of the Weavers of that era, and still, today, outspoken activist in causes both environmental and political, in the area of opposition to the oppression of human rights.

So Pete lined up the musicians, he had the connections. The original "picnic" for Clearwater supporters grew into this massive event, with five music stages running non-stop 11 to dusk for two days. Pete had mentioned back at the beginning to a hanger on of that time, Stan Dickstein (now on the Board) that it would be nice to invite a few traditional boat builders, and Stan, a boat nut from IBM, agreed. And so the small boatbuilders became a part of this festival.

# CLEARWATER'S



6th  
annual

## GREAT HUDSON RIVER

# REVIVAL '83

Report & Photos by Bob Hicks

People bring interesting boats. The Sebago Canoe Club was there, a banner proclaiming 50 years as a canoe club. From Maine? No, Brooklyn. The Apprenticeship was there. They fit right into the ambiance of the occasion. A half planked round bottomed hull was their centerpiece, they also were building oars. Next to them, Ron Ginger was putting together yet another of those Roger Long stitch and glue kayaks, the smell of body putty drifting over to the wood chips of the Apprenticeship folks. The Landing Boatshop was there. The two "schools" certainly should find prospects amongst the mostly youthful and very earnest folks who wander by.

A surprising number of people stop by at the boats, including serious boat nuts as well as vaguely dreamy idealist types who ask endless questions about the craft. It's a busy time and interesting, but if you want to catch some of the music you have to break away at the scheduled time of your choice.

Any builders show up? Oh, yes. The builders are usually different each year because they don't find many "buyers" on hand, lots of dreamers. It's good exposure and one never knows...

Jim Thayer had one of his Lil' Pickle hulls there, he was gluing on the wood bits and visiting with the folks. Anyone who has seen his publication, THE THOLEPIN, knows about Jim. He builds in fiberglass, lovely little pulling boats, down in Virginia. "I couldn't be here just for this," Jim commented, "but I had a couple of livery White-

halls to deliver in Connecticut, anyway."

Thomas Rubino from Virginia was there, with a catboat rigged out with a bowsprit. This one also came apart athwartships for storage, sort of a large two-piece sailing dinghy. Would be great for a big enough yacht to carry, but the 12 foot by 5 foot 200 pounder just is too big for most. Tom said the two piece notion was for people without much storage space. Maybe in a hi-rise.

Richard Gillam from Kennebunkport was there. Ah, a New England builder. He's been building three years now, had a nice graceful pulling boat built on spec for \$3300, also a Herreshof double paddle canoe. How'd he end up at this affair. His Lady's father, a Yale man, got a copy of a Columbia publication on the Hudson River, and noted mention of the Clearwater having a small boatbuilder get together, so he sent it on to Richard. They called Stan and here they were. That's how these things happen.

There's no in-the-water action, the water is a fair hike from the Festival field. You can come by boat and moor off the park or rent canoes, or probably hand carry your boat to the water over the park "beach" if you chose. But, the festival is high and dry, it's a time to be amongst boat nuts spreading the message of the pleasures of messing about in boats (the quote from the WIND IN THE WILLOWS being prominently displayed on a banner in the boat area) to the young at heart who spend the weekend soaking up the music and the messages.



The stitch and glue kayak project drew a lot of interest.





## Pier Day at Percy & Small

Rare sunny weather on June 5th made it a great day for the dedication of the new pier at the Percy & Small Shipyard, part of the Maine Maritime Museum in Bath. Over 2000 interested persons attended the day long festivities surrounding the dedication. The new pier, intended for fitting out larger craft built or restored at the Museum shipyard and apprenticeship, measures 80 x 110 feet. Tied up alongside for dedication day were the 101' tugboat ELIOT of the Sheepscot Bay Pilots, the fishing boat IDA MAE from Stinson Canning and a 41' Coast Guard search and rescue vessel from the Boothbay Harbor station.

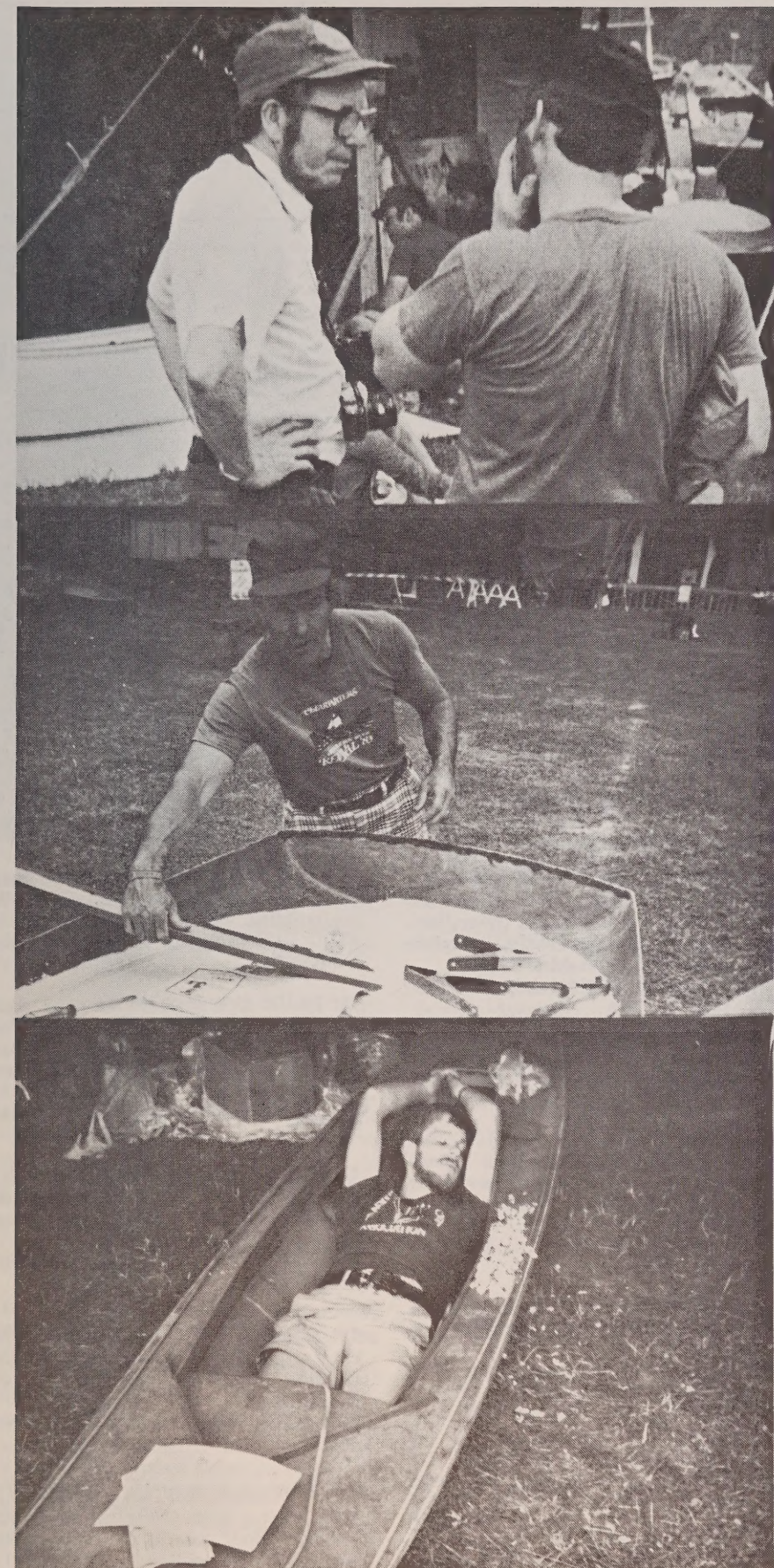
On shore a number of Maine boatbuilders had displays set up. Included were Erik Lie-Nielsen of ELN Design in Thomaston, Dick Pulsifer, builder of Hampton boats in Brunswick, the Carpenter's Boatshop in Pemaquid, Ayer Canoes in Farmington, Ralph W. Stanley in Southwest Harbor, Dennis M. Leight from Tennants Harbor, Tyler Proctor of Bar Harbor, Michael Porter of Chebeague Island, Shew and Burnham from South Bristol, Good Wooden Boats out of Camden, James Steele of Brooklin and Harrison Sylvester of B & S Corp. in Albion.

Shaw & Tenney of Orono displayed oars and paddles, Nat Wilson of East Boothbay, sailmaker, and marine painter Earle Barlow were also on hand.

The Maine Maritime Museum Apprenticeship was open throughout the day also.

Musical entertainment featured a concert by national recording star, Dave Mallett, local folk singers, and the 80 member University of Maine band. The featured speaker was Congressman John R. McKernan and the ribbon was cut for the dedication by Mrs. L.M.C. Smith of Philadelphia, trustee emeritus of the Museum.

The Museum plans a similar affair for 1984 in view of the tremendous interest generated this year.



Top: Stan Dickstein (left) is the man behind the small boatbuilders' get together. Middle: Jim Thayer was up from Virginia, he builds fiberglass traditional boats and also publishes periodically his THOLE PIN newsletter. Bottom: Weary musician/boat nut naps in convenient kayak.



# Classified Marketplace

## Looking for a Boat or Gear?

### Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat send along the details together with a photo (black & white preferred, but clear light color print OK) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. Offer limited to subscribers.

19' CULLER SWAMPSCOTT SAILING DORY. Completed 1982, oak frames, pine planking, mahogany sheer, Sitka spars, Horizon sails. Fiberglass over plywood bottom and garboard, TMS epoxy. An excellent rowing boat and good sailer. \$5400 completely rigged. DAVID CORNWELL, Magnolia, MA. (617) 948-7637 home, (617) 525-3792 office.



11' SAILING SHARPIE, new. 4' beam. Dacron spritsail by Bondell, Sitka spruce spars, planked with marine plywood. Rudder, tiller, pivoted centerboard, complete with oars. \$875. MILE CREEK BOATSHOP, Washington, ME. (207) 845-2708.

STOLEN PEAPOD. New Paul Cartwright rowing peapod, 14', built by Apprenticeship of Maine cedar. Planked lapstrake, white topsides, red bottom, natural oil finish interior, gunwales and rubbing strake. Fitted with sliding seat, part of which fell out when thieves hauled boat at Camden ME ramp. If such a boat comes to your attention, please call collect. ROGER TAYLOR, Camden, ME (207) 236-4342 during business hours.

1936 CHRIS CRAFT 17' UTILITY RUNABOUT. Totally restored to show condition, ready to go. Includes cover, factory original storage cradle, complete history with photos. Asking \$4000. DAVE PEACH, Marblehead, MA (617) 631-9458.

16' HERRESHOFF DOUBLE PADDLE CANOE. Built 1981 by Walt Simmons. Two cane seats and one paddle. \$995. GENE GIFFORD, E. Islip, NY (516) 582-4566 from 8 to 5.

16' TOWN CLASS #1034 sloop. Fiberglass over wood, no leaks. Navy blue with natural wood trim. Thurston dacron sails. \$1000. DAVE KNOWLTON, Ipswich, MA (617) 356-5121 weekdays.

WANTED: One pair 7'6" light, fine pulling boat oars. Will trade different size or buy outright. BOB OSGOOD, Marblehead, MA (617) 631-2839.

26' SKIPJACK, traditionally built of yellow pine in 1974 in Deltaville, VA. Ulmer sails, 6hp '74 Johnson. Presently in Madaket, Nantucket. \$5000 or B.O. DAVE KNOWLTON, Ipswich, MA (617) 356-5121 weekdays.

24' LYMAN cuddy cabin, 327 Chevy in-board, full canvas, outriggers, depthfinder, radio. Needs varnish. \$2200. BOB HALL, Danvers, MA (617) 774-5652.

5' STROKE SANDER, 168" x 6" sandpaper on it. Great for sanding parts for boatbuilding. \$700. BILL DUGGAN, Box 129, No. Conway, NH 03860.

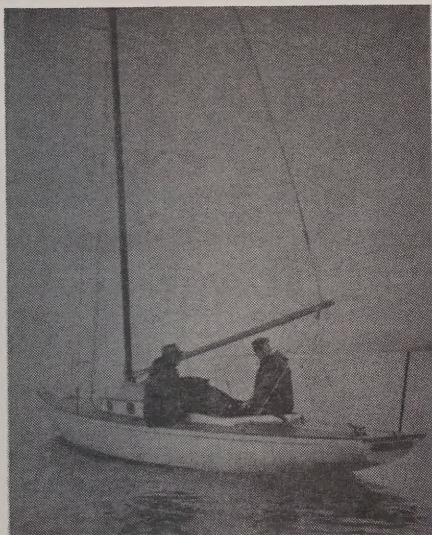
13' BLUE JAY sailboat. In good condition. Sails, spars, rigging in excellent condition. Has been recently refiber-glassed and completely repainted and re-finished. \$375. DAVID RAY, Warwick, MA (617) 544-2123.

17-1/2' FRIENDSHIP SAILING DORY, new. Sprit sloop rig with sail. Cedar planking on oak frames, copper and bronze fastenings. \$2150. ROBERT IVES, Pemaquid, ME (207) 677-3768.

37' DIESEL POWERED WOOD CRUISER, triple cabin, heavy construction. Engine & boat in good shape. Needs paint. \$10,000. BOB HALL, Danvers, MA (617) 774-5652.

15'3" 1902-03 OLDTOWN ROUND BOTTOM rowing boat. Carvel planked. Cedar on oak. Floor boards, oarlocks, painter and reversible painter ring. Takes 7-1/2' oars. Excellent condition. Can use repainting this season. A Whitehall type boat. \$1100 firm. RALPH NOTARISTEFANO, Northport, NY (516) 757-3087.





**SAILAWAY RACING SLOOP:** 31' x 6' pine on oak sailboat, built in Finland in 1953, HJ Class. Will seat 4 or sleeps 2 with gear. Hull and sails on good condition. \$3000 or negotiable.  
JOHN SUTHERLAND, Gloucester, MA (617) 283-6241, or JIM at (617) 922-2433.

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DAVE PEACH, Marblehead, MA (617) 631-9458.

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**13' 7" MAINE PEAPOD,** cedar on oak ribs. Centerboard but no rigging. Perfect condition, new in 1981. \$1250.  
BOB OSGOOD, Marblehead, MA (617) 631-2839.



**10-1/2' SAILING YACHT TENDER:** Built 1983 to Walt Simmon's SUNSHINE design. Port Orford cedar and Spanish cedar on oak. Copper and bronze fastened, Nat Wilson tanbark sail, Culler pattern oars.  
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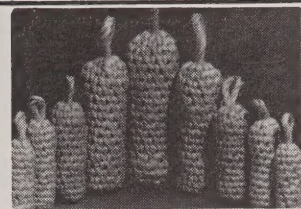
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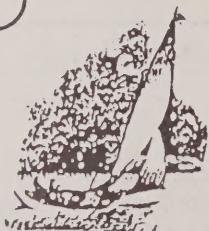


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